

CAPSULE SUMMARY
BA-2141
Riderwood Station
1606 West Joppa Road
Baltimore, Baltimore County
1903
Private

The Riderwood Station was built in 1903 along the Northern Central Railroad in the Eighth District of Baltimore County. This was not the first railroad station in Riderwood as one appears on the 1877 Hopkins Map. This earlier building was noted as the Riderwood Post Office and Station on the east side of the tracks. The new Riderwood Station was built on the west side of the tracks, at West Joppa Road. Constructed as a passenger station, the announcement of the new building appeared in the Maryland Journal on October 3, 1903.

Elements of the Queen Anne style of architecture can be seen in the asymmetrical façade, irregular roofline, and stylized eave brackets. The station, now rehabilitated as a dwelling, originally faced the railroad tracks to the east. The east elevation is presently the rear of the dwelling. Rising two stories in height, the station is four-bays wide with a coursed rubble stone foundation. The first story of the building features brick laid in stretcher bond and the second story is clad in slate tiles. The façade is dominated by an off-center, projecting bay with a hipped roof and a triangular ventilator. The main entry is located in this projection and consists of a panel-and-light single-leaf door with a three-light transom. Located on the southernmost bay of this elevation are paneled, double-leaf pocket doors with a four-light transom. Arched, triangular cut-out brackets and scroll-sawn exposed rafter tails define the hipped roof, which is clad in asphalt shingling. Eight 4/1 windows and two 3/1 windows, all of which have wood surrounds and sills, pierce the façade. The hipped roof dormer contains paired 4/1 windows. There are two central interior brick chimneys of brick stretcher bond, one of which has an elaborately corbeled cap.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. BA-2141

1. Name of Property

(indicate preferred name)

historic Riderwood Station

other

2. Location

street and number 1606 West Joppa Road not for publication

city, town Baltimore vicinity

county Baltimore County

3. Owner of Property

(give names and mailing addresses of all owners)

name Edward F. and Margaret M. McGarity

street and number 1606 West Joppa Road telephone Not Available

city, town Baltimore state MD zip code 21204-1952

4. Location of Legal Description

courthouse, registry of deeds, etc. Baltimore County Courthouse liber 3956 folio 568

city, town Towson tax map 69 tax parcel 432 tax ID number 0813009120

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other:

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> commerce/trade	Noncontributing
<input type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input checked="" type="checkbox"/> domestic	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> education	<input type="checkbox"/> structures
		<input type="checkbox"/> funerary	<input type="checkbox"/> objects
		<input type="checkbox"/> government	<input type="checkbox"/> Total
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> landscape	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			1

7. Description

Inventory No. BA-2141

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

The Riderwood Station was constructed in 1903 in the Eighth District of Baltimore County. Elements of the Queen Anne style of architecture can be seen in the asymmetrical façade, irregular roofline, and stylized eave brackets. The station, now rehabilitated as a dwelling, originally faced the railroad tracks to the east. The east elevation is presently the rear of the dwelling. Rising two stories in height, the station is four-bays wide with a coursed rubble stone foundation. The first story of the building features brick laid in stretcher bond and the second story is clad in slate tiles. The façade is dominated by an off-center, projecting bay with a hipped roof and a triangular ventilator. The main entry is located in this projection and consists of a panel-and-light single-leaf door with a three-light transom. Located on the southernmost bay of this elevation are paneled, double-leaf pocket doors with a four-light transom. Arched, triangular cut-out brackets and scroll-sawn exposed rafter tails define the hipped roof, which is clad in asphalt shingling. Eight 4/1 windows and two 3/1 windows, all of which have wood surrounds and sills, pierce the façade. The hipped roof dormer contains paired 4/1 windows. There are two central interior brick chimneys of brick stretcher bond, one of which has an elaborately corbeled cap.

8. Significance

Inventory No. BA-2141

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/ recreation	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> exploration/ settlement	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning		<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation		<input type="checkbox"/> military	<input type="checkbox"/> other:	

Specific dates 1903

Architect/Builder Unknown

Construction dates 1903

Evaluation for:

☐ National Register

☐ Maryland Register

☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

The Riderwood Station was built in 1903 along the Northern Central Railroad in the Eighth District of Baltimore County. This was not the first railroad station in Riderwood as one appears on the 1877 Hopkins Map. This earlier building was noted as the Riderwood Post Office and Station on the east side of the tracks. The new Riderwood Station was built on the west side of the tracks, where they cross Joppa Road. Constructed as a passenger station, the announcement of the new building appeared in the *Maryland Journal* on October 3, 1903.¹

The land now encompassing the community formerly known as Riderwood Station and Post Office began to take shape as early as 1850, when the Northern Central Railroad extended north roughly parallel with the present Bellona Avenue and intersected with West Joppa Road. The town took its name from the Rider family, who owned significant amounts of land at this intersection. The 1850 county atlas reveals the land as improved with a cotton mill, general store, schoolhouse, and Hunt's Meetinghouse.² The farms that traversed the landscape were subdivided over the next twenty-seven years, and by 1877, many additional dwellings had been constructed in the area.³ Located west of Towson and south of Lutherville, Riderwood appears to have been the location of a few country houses owned by wealthy families. The Walnut Hill, Chestnut Summit, and Rider family estates were located here. The 1915 county atlas confirms that Riderwood was a suburban residential community along the railroad line.⁴ By 1915, several large suburban estates fronted West Joppa Road and Bellona Avenue, and the area retains its turn-of-the-20th-century character.

¹ Local history indicates that the station may have been designed by architect Frank Furness. However, this has not been confirmed by primary research.

² J.C. Sidney, *Map of the City and County of Baltimore, Maryland, from Original Surveys* (Baltimore, MD: James M. Stephens, 1850).

³ *Atlas of Baltimore County, Maryland* (Philadelphia, PA: G.M. Hopkins, 1877).

⁴ *Map of Baltimore County* (Philadelphia, PA: G.W. Bromley, 1915).

9. Major Bibliographical References

Inventory No. BA-2141

- Atlas of Baltimore County, Maryland.* Philadelphia, PA: G. M. Hopkins, 1877.
Baltimore County Historic Inventory.
Brooks, Neal A. and Eric G. Rockel. *A History of Baltimore County.* Towson, MD: Friends of the Towson Library, Inc., 1979.
Map of Baltimore County. Philadelphia, PA: G. W. Bromley, 1915.
Scharf, J. Thomas. *History of Baltimore City and County From the Earliest Period to the Present Day: Including Biographical Sketches of Their Representative Men.* Philadelphia, PA: Louis H. Everts, 1881. Reprinted by Higginson Book Company, Salem, MA.
Sidney, J. C. *Map of the City and County of Baltimore, Maryland, from Original Surveys.* Baltimore, MD: James M. Stephens, 1850.

10. Geographical Data

Acreage of surveyed property 1.58 Acres
Acreage of historical setting Unknown
Quadrangle name Cockeysville Quadrangle scale: 1:24,000

Verbal boundary description and justification

The Riderwood Station is located at 1606 West Joppa Road in Riderwood in the Eighth District of Baltimore County. It has been associated with Tax Map 69, Parcel 432 since its construction in 1903.

11. Form Prepared by

name/title	R. Weidlich, A. McDonald and A. Didden, Architectural Historians		
organization	EHT Tracerics, Incorporated	date	May 22, 2001
street & number	1121 5th Street NW	telephone	202.393.1199
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600



- EA-2141
1006 WEST JOPPA ROAD
BALTIMORE
BALTIMORE COUNTY
- EA-2359
1000 WEST JOPPA ROAD
BALTIMORE
BALTIMORE COUNTY
- EA-2425
1517 WEST JOPPA ROAD
BALTIMORE
BALTIMORE COUNTY
- EA-1775
1400 WALNUT HILL LANE
BALTIMORE
BALTIMORE COUNTY
- EA-2202
2004 RUXTON ROAD
BALTIMORE
BALTIMORE COUNTY
- EA-2203
2008 RUXTON ROAD
BALTIMORE
BALTIMORE COUNTY
- EA-2642
- EA-2372
1013 FALLS ROAD
BALTIMORE
BALTIMORE COUNTY

40' 358 359000m E 39°22'30" 176°37'30" 4360000m N.

ROAD CLASSIFICATION

- | | | | |
|------------------|---|-----------------|-------|
| Heavy-duty | — | Light-duty | — |
| Medium-duty | — | Unimproved dirt | ----- |
| Interstate Route | ⬢ | U.S. Route | ⬢ |
| | | State Route | ⬢ |



COCKEYSVILLE, MD.
39076-D6-TF-024

Revisions shown in purple and woodland compiled by the Geological Survey from aerial photographs taken 1983 and other sources. This information not field checked Map edited 1986

1957
PHOTOREVISED 1986
DMA 5662 I NW-SERIES V833

Purple tint indicates extension of urban areas



BA-2141
RIDERWOOD STATION
1606 WEST JOPPA ROAD
BALTIMORE
BALTIMORE COUNTY, MD
TRACERIES
APRIL 2001
SOUTH ELEVATION

1 OF 3



BA-2141

RIDERWOOD STATION

1606 WEST JOPPA ROAD

BALTIMORE

BALTIMORE COUNTY, MD

TRACERIES

APRIL 2001

NORTH ELEVATION

2 OF 3



BA-2141

RIDERWOOD STATION

1606 WEST JOPPA ROAD

BALTIMORE

BALTIMORE COUNTY, MD

TRACERIES

APRIL 2001

WEST ELEVATION

3 OF 3

Name/Address: Riderwood Station, 1606 W. Joppa Road
Construction Date: 1903-1904
Town/Vicinity: north of Ruxton
County: Baltimore County
Access: Private

Summary Description:

Riderwood Station is located on the west side of the railroad tracks north of Joppa Road. It was originally designed to serve as both a passenger station and to house the station master and family. The north end was historically the dwelling, and the southern end contained the station. The east elevation is oriented to the tracks and is located only 15 feet from the current rail alignment. A brick platform is obscured by vegetation but remains intact. Trackside features include an overhang with show rafters, brackets, three hip-roofed dormers and an inset tower with hip roof. Two dormers, a tower, and an inset hip roof are found on the west elevation. Hip dormers are also located on the north and south elevations. The masonry building is multi-textured, with a rubblestone foundation and base capped with corbelled brick and slate-shingled walls. Flared (and corbelled) transitions are made between stone and brick and brick and slate surfaces. A slate roof was original, though the roof is now clad in asphalt shingles. Copper gutters and galvanized iron caps on the peaks of each hip are mostly intact original features. A large corbelled brick chimney with a bluestone cap is located in the two-and-one-half-story dwelling (north) end of the mixed-use building and set behind the tower. The station side is one-and-one-half stories.

Statement of Significance:

Riderwood Station is one of only two passenger stations of the former Northern Central Railway known to have survived the twentieth century. The NCR was noted for its distinctive architecture, and each station was carefully designed and well maintained during the railroad's heyday. Frank Furness (1839-1912), noted Philadelphia architect, is credited with the design for the Riderwood Station, which bears Furness's hallmark Victorian complexity, texture, and attention to detail. Little alteration has taken place since the NCR sold the station to the current owners 37 years ago. The Riderwood Station is recommended as eligible for listing in the National Register under criterion C, as a well-preserved example of the work of architect Frank Furness, and as a component of the former Northern Central Railway, the route and service of which significantly influenced the settlement and development of Baltimore County in the nineteenth and twentieth centuries.

Maryland Historical Trust

State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. BA-2141

Magi No.

DOE ☒ yes ☐ no

1. Name (indicate preferred name)

historic Sherwood Station

and/or common Riderwood Station (preferred)

2. Location

street & number 1606 Joppa Road

☐ not for publication

city, town Riderwood (Baltimore)

☐ vicinity of congressional district

state Maryland

county Baltimore

3. Classification

Category

- ☐ district
☒ building(s)
☐ structure
☐ site
☐ object

Ownership

- ☐ public
☒ private
☐ both

Public Acquisition

- ☐ in process
☐ being considered
☒ not applicable

Status

- ☒ occupied
☐ unoccupied
☐ work in progress

Accessible

- ☒ yes: restricted
☐ yes: unrestricted
☐ no

Present Use

- ☐ agriculture
☐ commercial
☐ educational
☐ entertainment
☐ government
☐ industrial
☐ military

- ☐ museum
☐ park
☒ private residence
☐ religious
☐ scientific
☐ transportation
☐ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Edward and Margaret McGarity

street & number 1606 W. Joppa Road

telephone no.:

city, town Baltimore

State and zip code MD 21204-1952

5. Location of Legal Description

courthouse, registry of deeds, etc. Maryland Department of Real Estate and Taxation

liber 3956

street & number accessed online at <[http:// www.DAT.state.md.us](http://www.DAT.state.md.us)>

folio 568

city, town

state

6. Representation in Existing Historical Surveys

title Cultural Resources Investigations for Proposed Construction of Double Track, North Half, Central Light Rail, Baltimore & Baltimore Co., MD

date 1999

depository for survey records Maryland Historical Trust

☐ federal ☒ state ☐ county ☐ local

city, town Crownsville

state MD

7. Description

Survey No. BA-2141

Condition

- ☐ excellent
☒ good
☐ fair

- ☐ deteriorated
☐ ruins
☐ unexposed

Check one

- ☐ unaltered
☒ altered

Check one

- ☒ original site
☐ moved

date of move

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Summary

Riderwood Station is a one-and-one-half to two-and-one-half-story masonry passenger station and dwelling designed in 1903 for the Northern Central Railway by Philadelphia architect Frank Furness. Since 1962, the station has been used solely as a private residence. The station is architecturally significant as an example of the work of Frank Furness, and as a rare surviving station built for the Northern Central Railway.

General Description

Riderwood Station is a one-and-one-half to two-and-one-half-story masonry passenger station and dwelling. The building is located on the west side of the railroad tracks north of Joppa Road. It was originally designed to serve as both a passenger station and to house the station master and family. The north end was historically the dwelling, and the southern end contained the station. The east elevation is oriented to the tracks and is located only 15 feet from the current rail alignment. A brick platform is obscured by vegetation but remains intact. Trackside features include an overhang with show rafters, brackets, three hip-roofed dormers and an inset tower with hip roof. Two dormers, a tower, and an inset hip roof are found on the west elevation. Hip dormers are also located on the north and south elevations. The building is multi-textured, with a rubblestone foundation and base capped with corbelled brick and slate walls. Flared (and corbelled) transitions are made between stone and brick and brick and slate surfaces. A slate roof was original, though the roof is now clad in asphalt shingles. Copper gutters and galvanized iron caps on the peaks of each hip are mostly intact original features. A large corbelled brick chimney with a bluestone cap is located in the two-and-one-half-story dwelling (north) end of the mixed-use building and set behind the tower. The station side is one-and-one-half stories. Other architectural details include paneled wood half-glass doors, and 4/4 wood sash windows. The building is set into the landscape, and a low rubblestone retaining wall rims the yard on the north end of the building.

8. Significance

Survey No. BA-2141

Period	Areas of Significance-	Check and justify below	
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature
<input type="checkbox"/> 1600-1999	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government
		<input type="checkbox"/> invention	

Specific dates: 1903-1904

Builder/Architect: Frank Furness, architect

check: Applicable Criteria: ☐A ☐B ☒C ☐D
and/or
Applicable Exception: ☐A ☐B ☐C ☐D ☐E ☐F ☐G
Level of Significance: ☐national ☒state ☐local

Statement of Significance

Riderwood Station is one of only two passenger stations of the former Northern Central Railway known to have survived the twentieth century. The NCR was noted for its distinctive architecture, and each station was carefully designed and well maintained during the railroad's heyday. Frank Furness (1839-1912), noted Philadelphia architect, is credited with the design for the Riderwood Station, which bears Furness's hallmark Victorian complexity, texture, and attention to detail. Little alteration has taken place since the NCR sold the station to the current owners 37 years ago. The Riderwood Station is recommended as eligible for listing in the National Register under criterion C, as a well-preserved example of the work of architect Frank Furness, and as a component of the former Northern Central Railway, the route and service of which significantly influenced the settlement and development of Baltimore County in the nineteenth and twentieth centuries.

History

During the second half of the nineteenth century, the Northern Central Railway fostered the growth of suburban communities in Baltimore and Baltimore County. The railroad bisected the county as it ran north from central Baltimore to the vicinity of York Haven, Pennsylvania. The railroad offered passenger service on its route from Baltimore to Parkton, Maryland (61 miles), and it was this commuter and suburban service that spurred settlement of residential communities along the railroad in north Baltimore and the county. Riderwood, known as Rider's Switch and Sherwood before the name was settled on, was a small agricultural area prior to the railroad's influence. By 1852, a station was located at Rider's Switch, though it was probably little more than a platform. The 1877 Hopkins atlas shows the area served by Rider's Station and a post office. The first Sherwood station, shown on the 1898 Bromley atlas, was located south of Joppa Road on the east side of the tracks.

In 1903, the NCR, under ownership of the Pennsylvania Railroad since 1861, commissioned Philadelphia architect Frank Furness (1839-1912) to design a new station at Sherwood. Furness's plan resulted in the construction of one of the most architecturally distinctive stations of the NCR line, and one of only two along the line in Maryland to have survived the twentieth century (Lutherville is the second). The station, renamed Riderwood, was a grand architectural statement, as were most of the larger NCR stations, such as Ruxton (1892), Mount Washington (1877), and Lutherville (1876). The Parkton Station, since demolished, was reportedly built from the same plans as Riderwood. Furness was known as the designer of Baltimore & Ohio Railroad structures, but the Riderwood and Parkton stations are the only Furness buildings known to have been built for the NCR. The NCR line assumed the Pennsylvania Railroad name in 1916. It continued to operate suburban service until 1959, when the automobile eclipsed the train as the commuters preferred means of transportation. In 1962, the NCR sold the station to private owners for use as a residence.

8. Significance (Continuation)

Survey No. BA-2141

MARYLAND HISTORICAL TRUST REVIEW

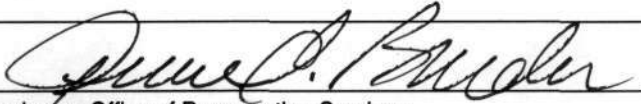
Eligibility recommended ☒

Eligibility not recommended ☐

Criteria: ☒ A ☐ B ☒ C ☐ D

Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☐ None

Comments:



Reviewer, Office of Preservation Services

Date

8/5/2000



Reviewer, NR Program

Date

8/14/00



9. Major Bibliographical References

Survey No. BA-2141

- Bromley, G.W. & Company. 1898. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Co., Philadelphia. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- _____. 1915. *Atlas of Baltimore County, Maryland*. G.W. Bromley & Co., Philadelphia. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- Chiffelle, Thomas P. 1852. *Map of the City of Baltimore and Part of Baltimore County*. Copy on File, Enoch Pratt Free Library, Baltimore, MD.
- Furness, Frank. 1903. *Passenger Station & Dwelling at Sherwood, N.C. Railway, Balto. Div., Pennsylvania R.R.* Elevation drawings dated September 8, 1903. In the private collection of Robert L. Williams.
- Gunnarsson, Robert L. 1991. *The Story of the Northern Central Railway*. Greenberg Publishing Company, Sykesville, Maryland.
- Hopkins, G.M. 1877. *Atlas of Baltimore County, Maryland*. Philadelphia. Copy on File, Baltimore County Historical Society, Cockeysville, MD.
- Pennsylvania Railroad. 1916. *Present Alignment and General Situation between Melvale and Padonia, Baltimore Division, P.R.R.* Office of the Assistant Engineer, Engineering Department, P.R.R., Baltimore, MD. In the private collection of Robert L. Williams.
- Williams, Robert L. n.d. Personal notes and compiled information on the history of the NCR. Original documents, maps, drawings.

10. Geographical Data

Acreage of nominated property: 1.5 acres

Quadrangle name Cockeysville 7.5'

Quadrangle scale 1:24,000

UTM Reference do NOT complete UTM references

zone easting northing

Verbal boundary description and justification

Boundaries correspond to the legal parcel associated with the building. Map 69, Grid 4, Parcel 432.

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Kerri Culhane/Project Architectural Historian

organization John Milner Associates, Inc.

date 10/1999

street & number 5250 Cherokee Avenue, Suite 410

telephone 703/354-9737

city or town Alexandria

state Virginia

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032

**PRESERVATION VISION 2000; THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS**

I. Geographic Region:

- | | |
|--|--|
| <input type="checkbox"/> Eastern Shore | (all Eastern Shore counties, and Cecil) |
| <input type="checkbox"/> Western Shore | (Anne Arundel, Calvert, Charles, Prince George's and St. Mary's) |
| <input checked="" type="checkbox"/> Piedmont | (Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery) |
| <input type="checkbox"/> Western Maryland | (Allegany, Garrett and Washington) |

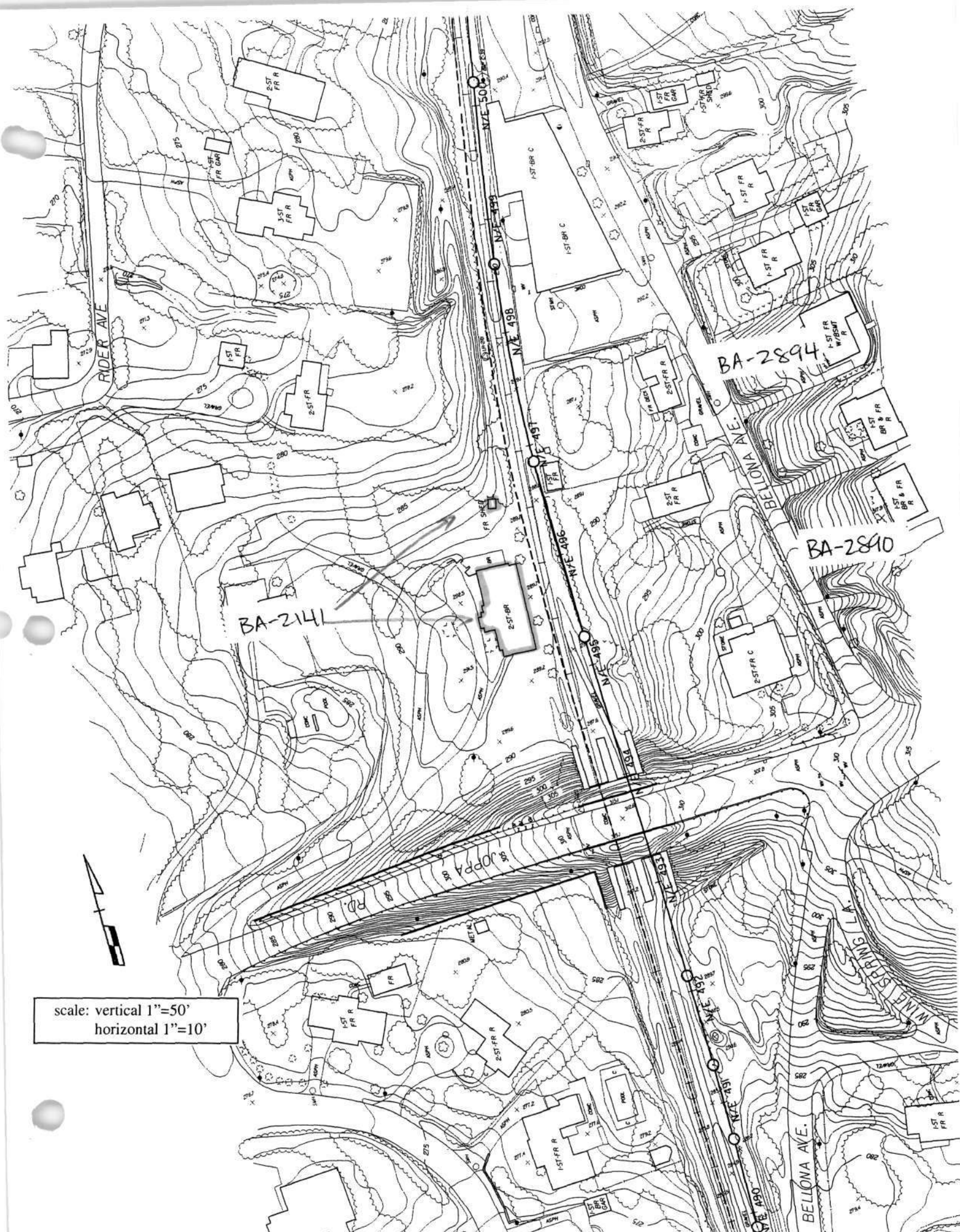
II. Chronological/Developmental Periods:

- | | |
|--|-------------------|
| <input type="checkbox"/> Rural Agrarian Intensification | A.D. 1680-1815 |
| <input type="checkbox"/> Agricultural-Industrial Transition | A.D. 1815-1870 |
| <input checked="" type="checkbox"/> Industrial/Urban Dominance | A.D. 1870-1930 |
| <input type="checkbox"/> Modern Period | A.D. 1930-Present |
| <input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric; <input type="checkbox"/> historic) | |

III. Historic Period Themes:

- | |
|--|
| <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Architecture, Landscape Architecture, and Community Planning |
| <input type="checkbox"/> Economic (Commercial and Industrial) |
| <input type="checkbox"/> Government/Law |
| <input type="checkbox"/> Military |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Social/Educational/Cultural |
| <input checked="" type="checkbox"/> Transportation |

IV. Resource Type:Category: BuildingHistoric Environment: VillageHistoric Function(s) and Use(s): TRANSPORTATION: rail-related; train stationKnown Design Source: Frank Furness, architect for the Pennsylvania Railroad



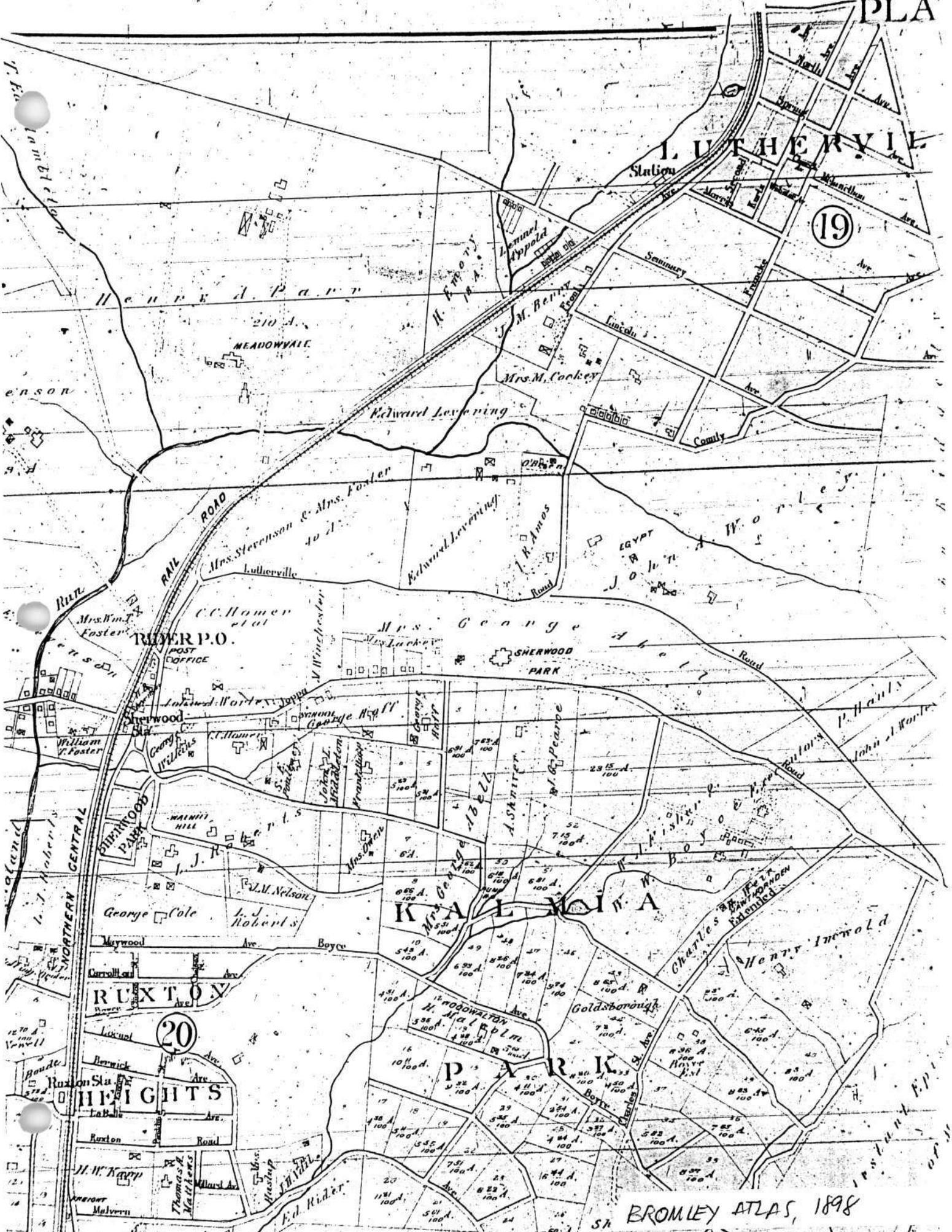
scale: vertical 1"=50'
horizontal 1"=10'

BA-2141

PLA

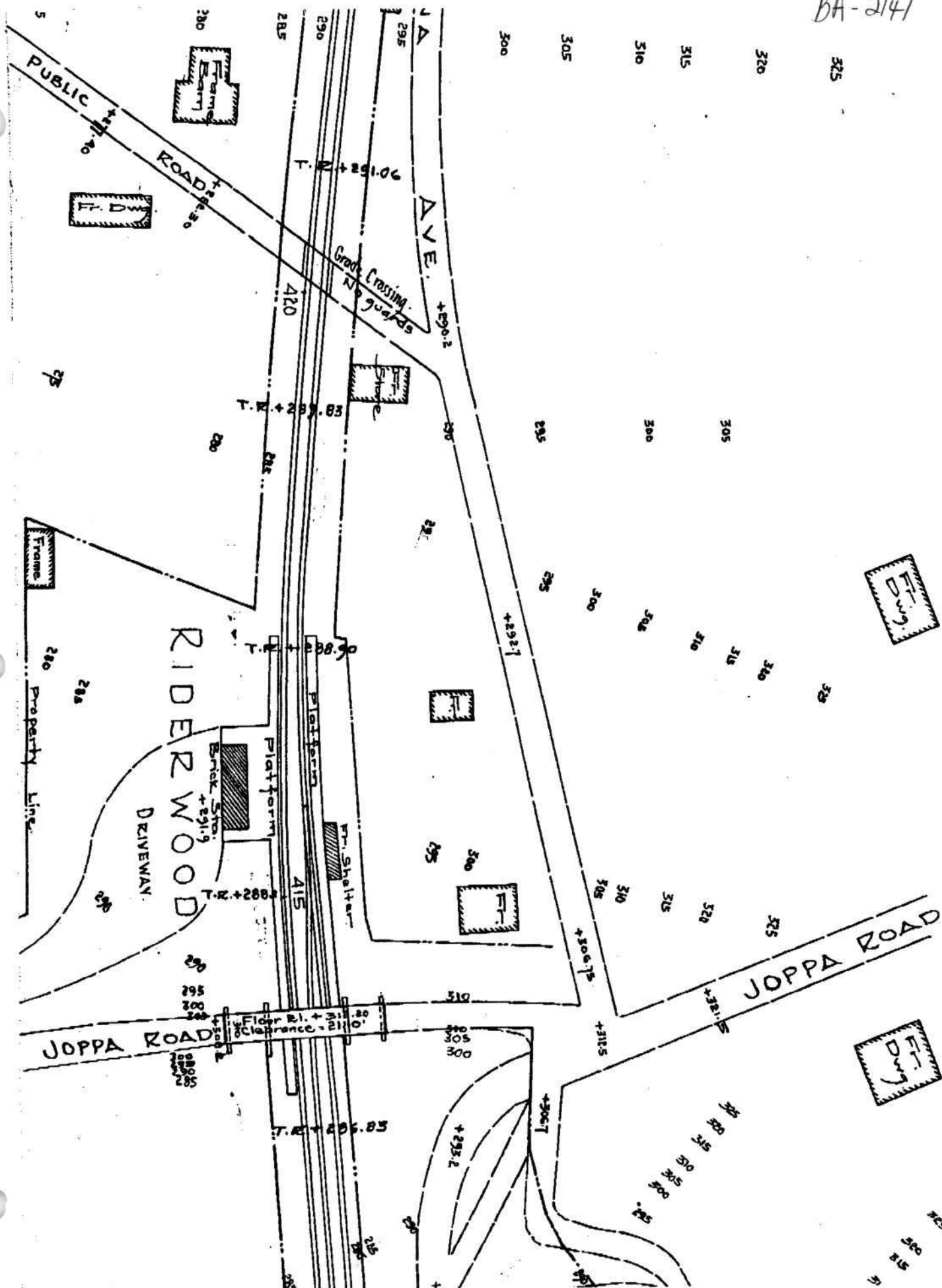
LUTHERVILLE

19

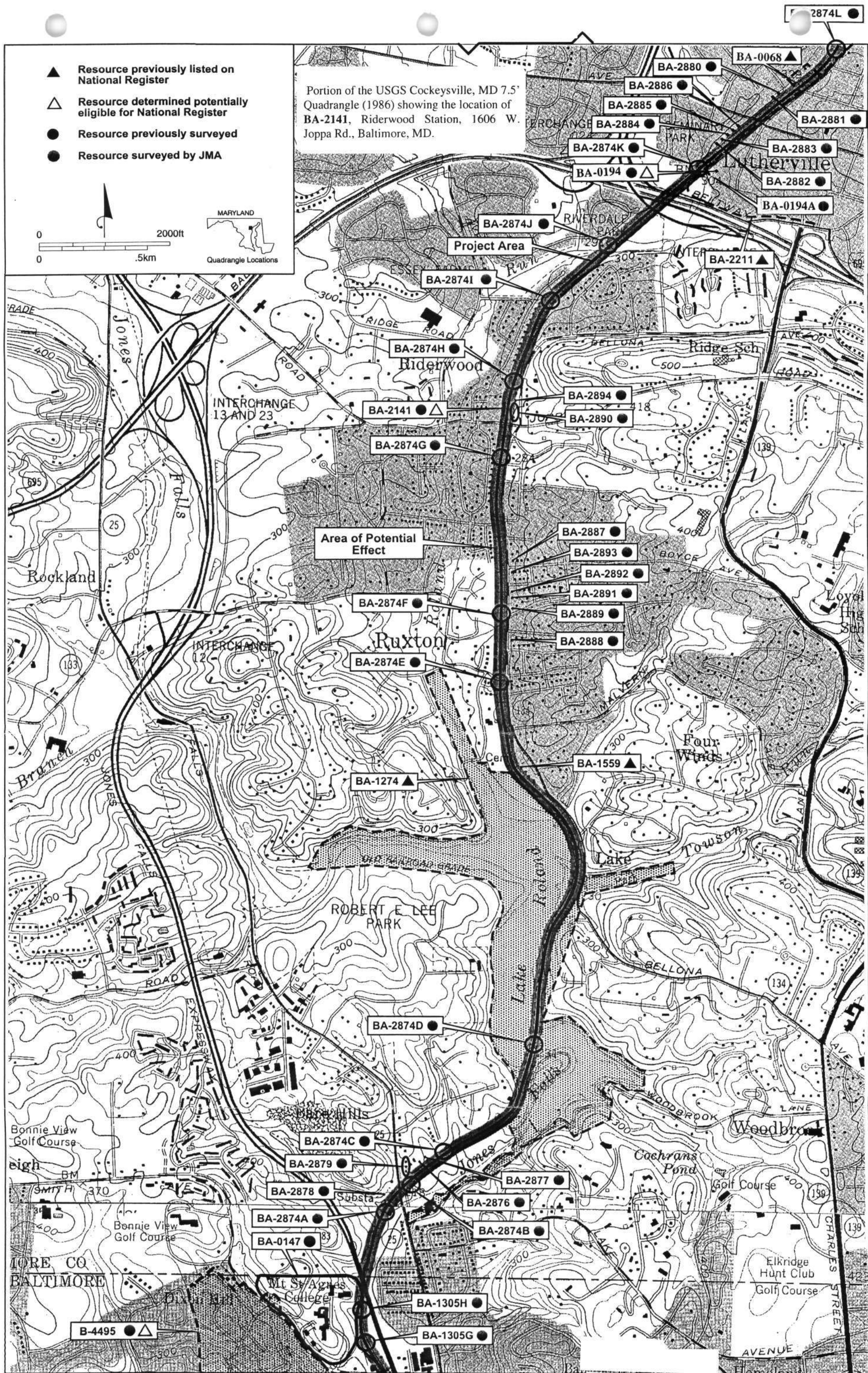


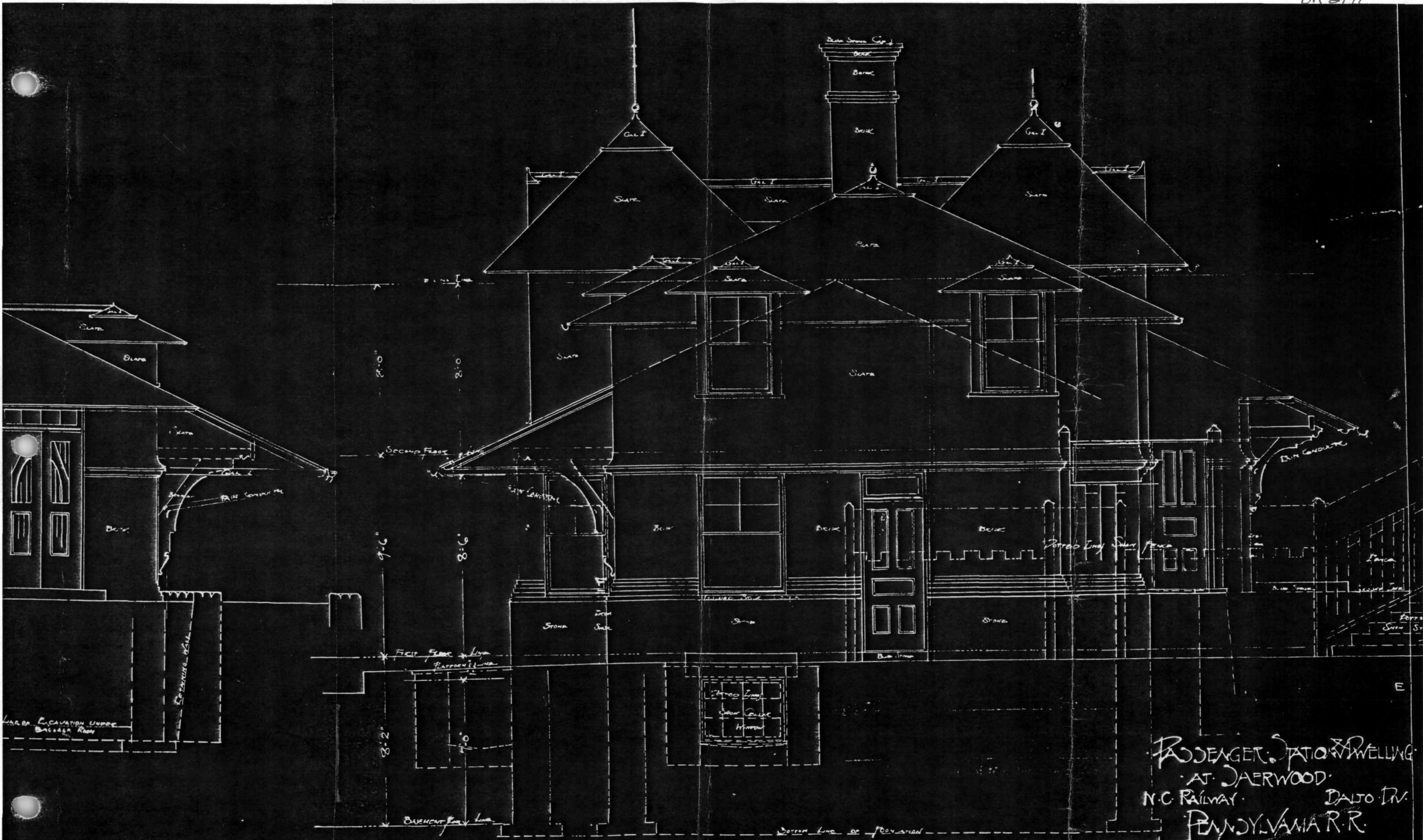
BROMLEY ATLAS, 1898

BA-2141



Pennsylvania Railroad 1916





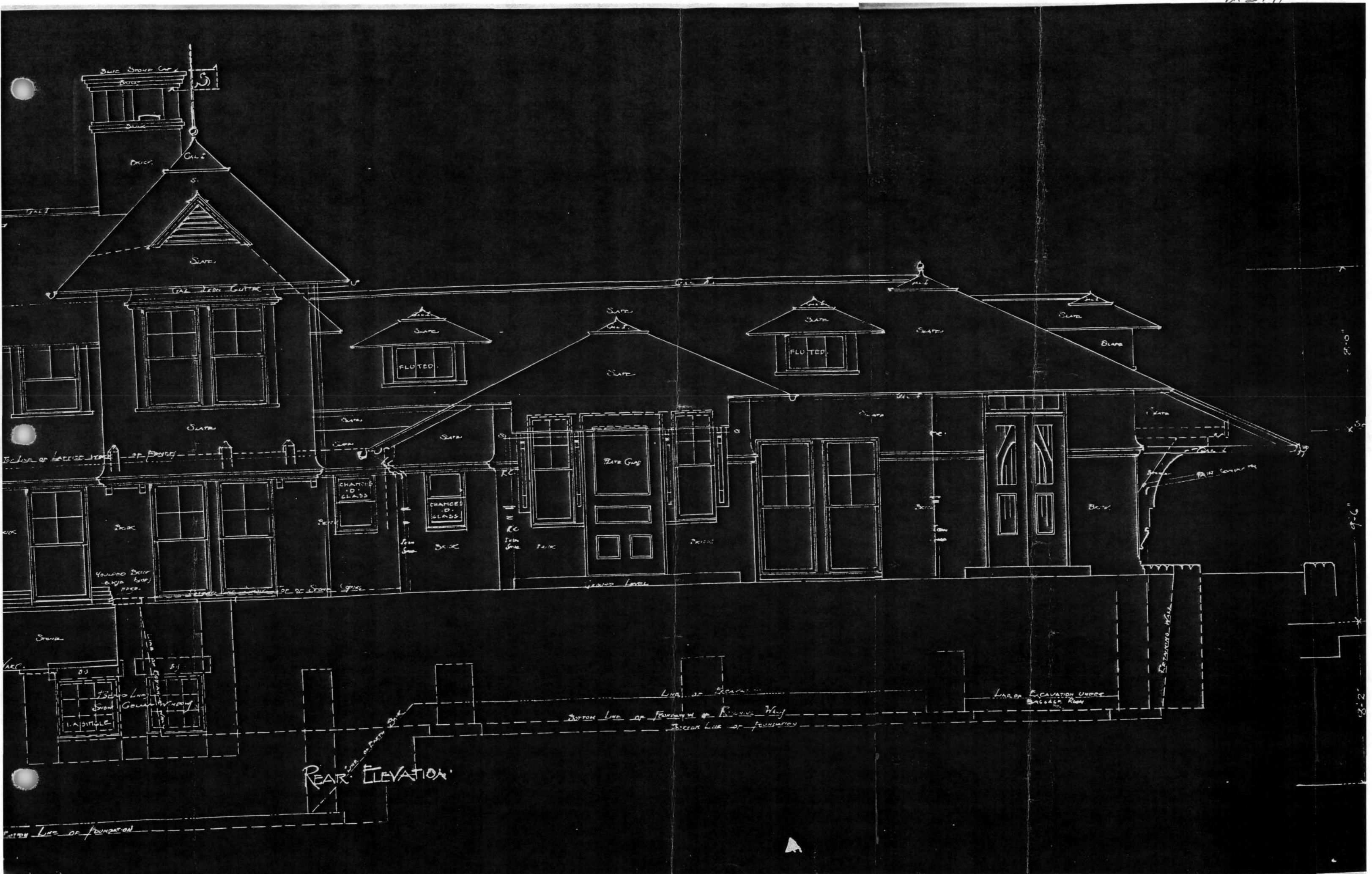
SIDE ELEVATION.
DWELLING.

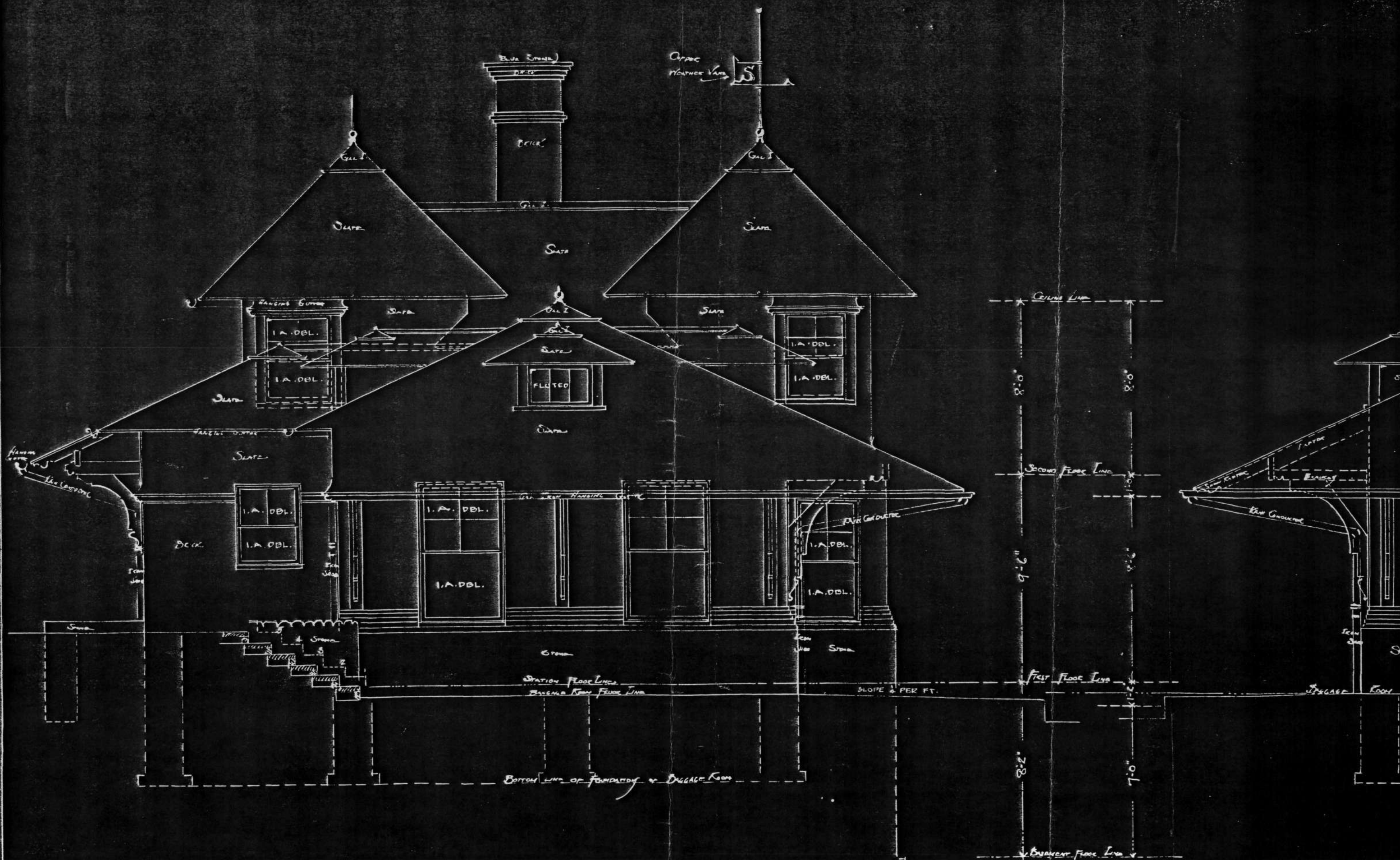
ROSENGER STATION DWELLING
AT JAEWOOD
N.C. RAILWAY
DALTON, GA.
PENNSYLVANIA R.R.

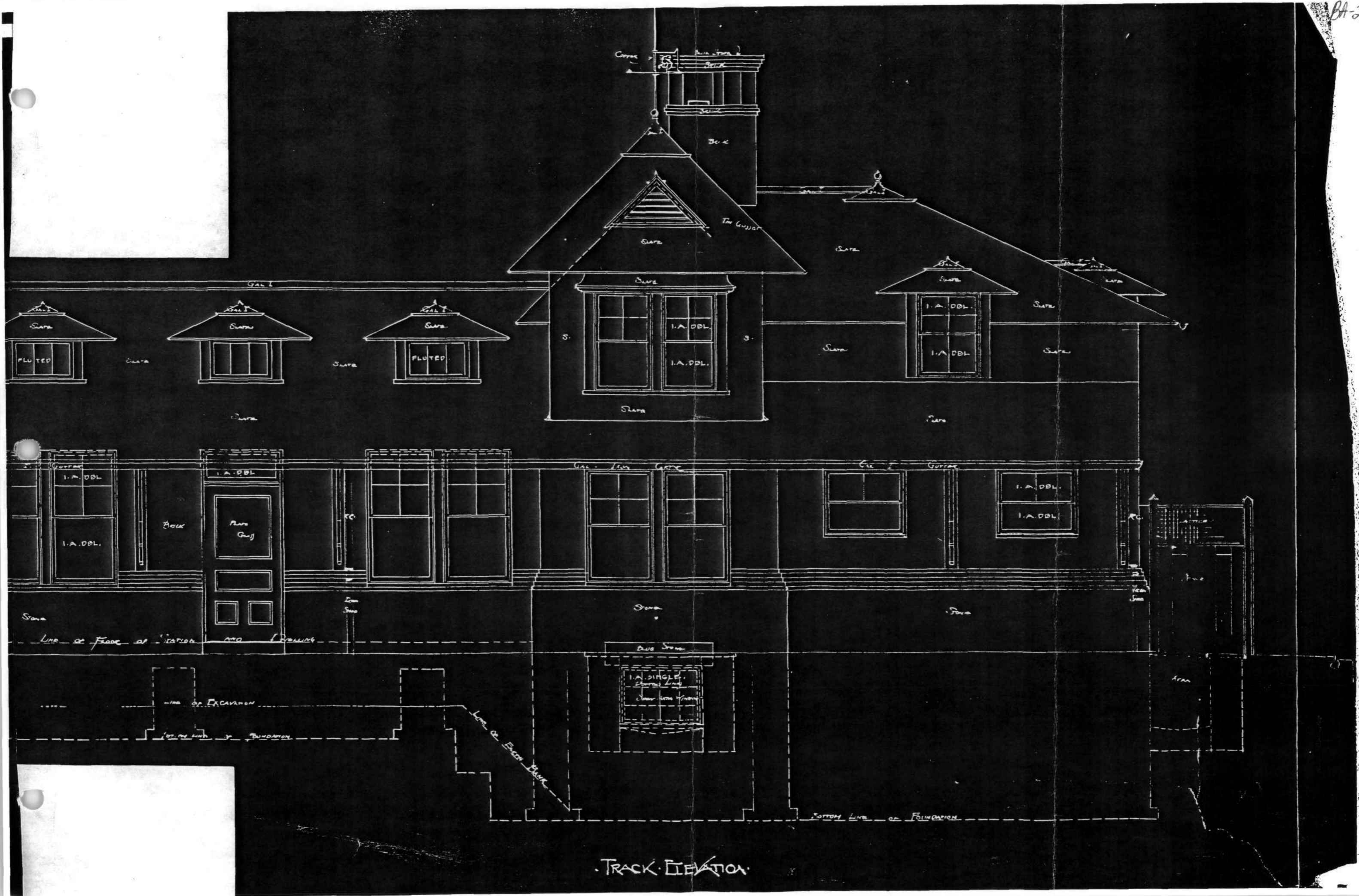
Scale 1/4" = 1 foot.
SEP 8/13

6246









TRACK ELEVATION



BA-2141
Ridewood Station
Baltimore Co., MD

K. CURRANE

8/1999

MDSHPD

view of W (facade) and S elevations. View to NE.



BA-2141
RIDERWOOD STATION
BALTIMORE CO., MD

K. CULHANE

8/1999

MD SHPO

FACADE (W) ELEVATION, DWELLING (N) HALF OF STRUCTURE.
VIEW TO E/NE



BA-2141
Riderwood Station
Baltimore Co., MD

K. CHANE

8/1999

MDSHPO

Dwelling side, west elevation. view to east.



BA-2141

Riderwood Station
Baltimore County, MD

K CURTANE

8/1999

MDSHPO

N. ELEVATION AND YARD WITH LOW RETAINING WALL
AND STEPS. VIEW TO SOUTH.



BA-2141

Ridewood Station
Baltimore Co., MD

K. CULANE

8/1999

MDSHPD

N. ELEVATION, DWELLING HALF VIEW TO SW.



BA- 2141

RIDERWOOD STATION

BALTIMORE COUNTY, MD

K. CULHANE

8/1999

MD SHPO

TRACK ELEVATION (EAST ELEVATION)/VIEW TO THE WEST FROM
RAIL TRACKS.

6/11



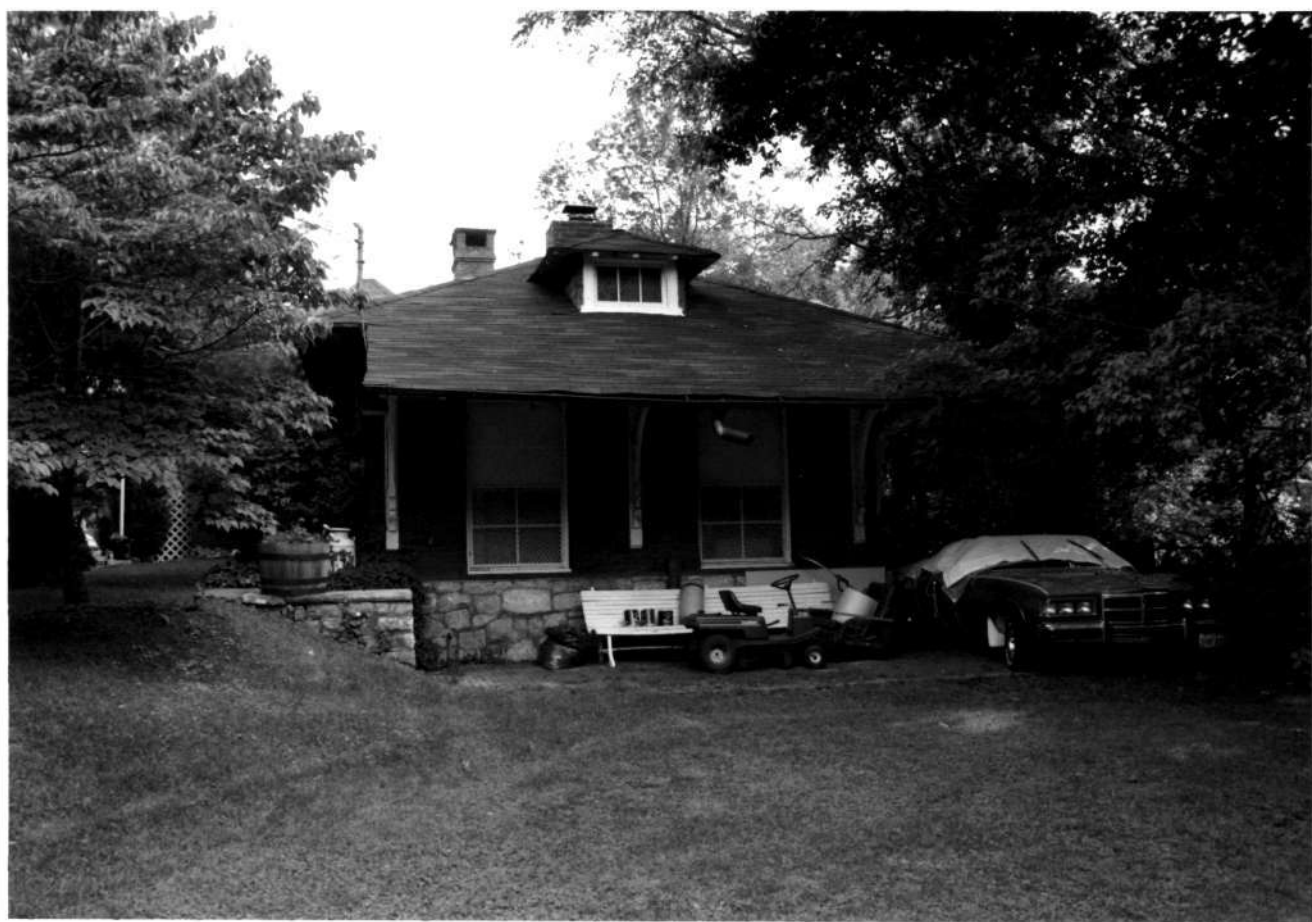
BA-2141
Riderwood Station
Baltimore County, MD

K. CULHANE

8/1999

MD SHRO

3/4 VIEW, DWELLING (N) HALF VIEW TO SE



BA-2141
Riderwood Station
Baltimore Co., MD

K. on WNE

8/1999

MDSTPO

S. elevation. View to north.



BA-2141

Riderwood Station

Baltimore Co, MD.

K. CULANE

8/1999

MD SHPD

BAGGAGE ROOM / OVERHANG VIEW TO N / NW



BA-2141

Ridenwood Station

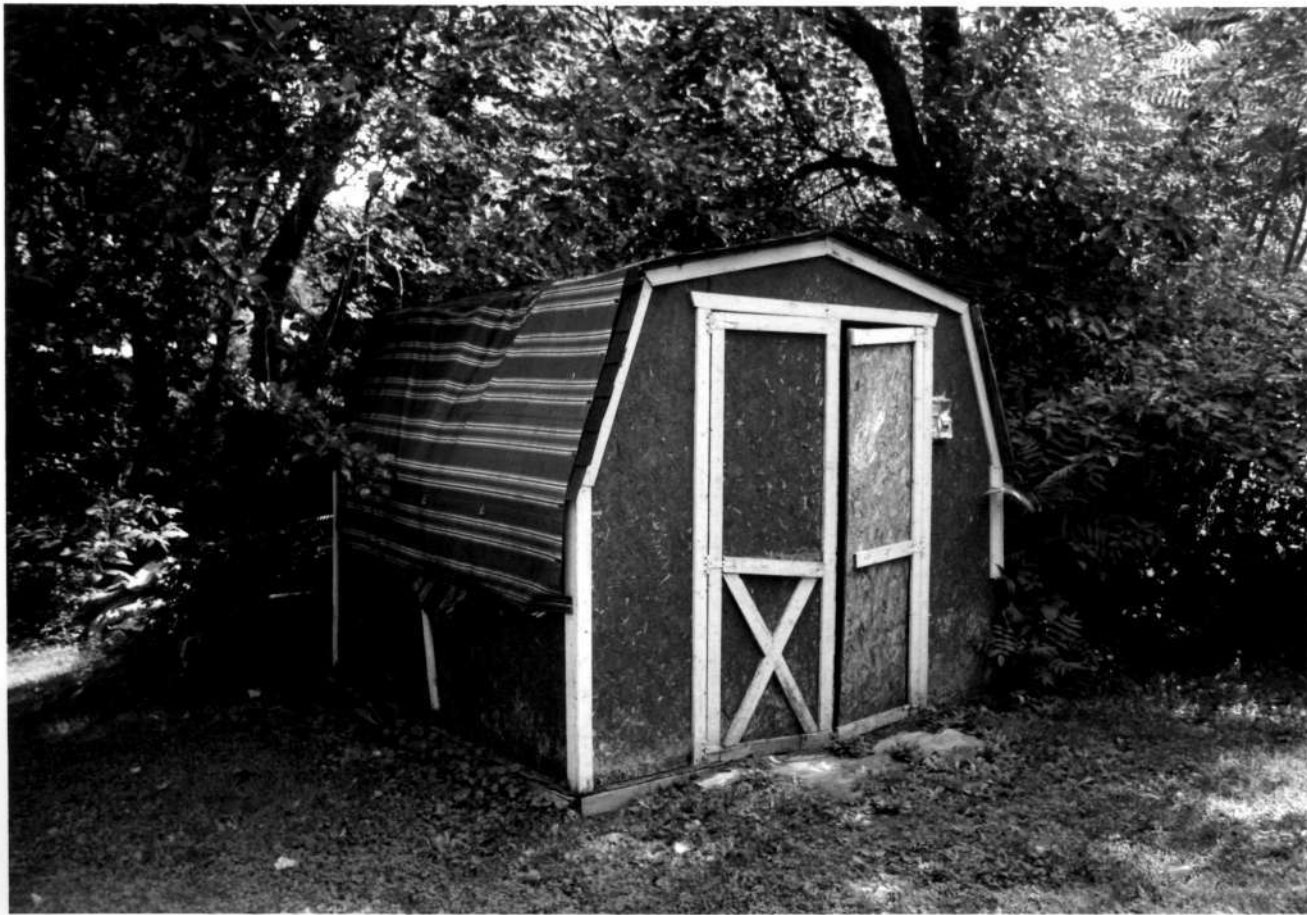
Baltimore Co., MD

K. CULNANE

8/1999

3/4 view of SE corner, including baggage room
and overhang. Looking NW.

10/11



BA-2141

Riderwood Station

Baltimore County, MD

K. CURTANE

8/1999

MDSHPO

gambrel roof storage shed (mid-late 20C). VIEW TO

N / NE